

# The Topeka State Journal.

10 CENTS A WEEK.

5 O'CLOCK. TOPEKA, KANSAS, MONDAY EVENING, FEBRUARY 12, 1894.

TWENTY-SECOND YEAR.

## SNOW BOUND.

A Vast Blanket of Snow Many Inches Thick,

Covers the Country from Colorado to Ohio.

## BLIZZARD GOES EAST

Blow Up With the Country, as it Were.

Railroads are Blockaded in Every Direction.

A large part of Topeka's male population shovelled snow at some time today, and there was plenty of it to be shovelled, for estimating the average depth of the snow at fifteen inches, there were exactly 260,000,000 cubic feet of snow in Topeka's six square miles of area.

The snow storm that has been raging with but few intermissions for the past forty-eight hours, is the heaviest that has visited Topeka for several winters. Some snow, but not much, fell before Saturday night, but the heaviest of the storm began early Sunday morning, and when slumbering Topeka awoke and stretched itself yesterday morning, a heavy fall of snow had descended and the snow continued all day and all night until nearly noon today. A strong north wind that carried the snow drifts gave the city particularly tight streets and the day looked colder than it really was. Nine degrees above was the lowest the thermometer went yesterday, and during last night it dropped to 14 degrees.

The greatest inconvenience suffered from the storm is that of the street railway company. Only a few cars, and those double-decked, at irregular intervals could be operated. The company had several snow plows at work all day and most of the night, and only by the most heroic efforts could its suburban patrons be accommodated today. The company did the best work of any street car system in the country.

Large numbers of the street force were put at work early this morning, first on Kansas Avenue, clearing the crossings. The street commissioners call attention to the ordinary which makes clearing sideways unnecessary within 12 hours from the time the snow stops falling.

Yesterday and early today all the pedestrians walked in the middle of the street between the electric car tracks, where the economy had generously provided good walking.

The blizzard held heavily at the central services, and only the faithful few went to church yesterday morning, and no rain. No evening services were abandoned.

As yet no cases of unusual suffering from the cold have been reported. While there were no doubt cases of disfigurement, none of a serious nature have developed. On the contrary the snow gave some of those out of employment an opportunity to earn small change by shovelling snow from the sidewalks.

ON THE SANTA FE.

All the Western trains delayed and many hours late.

This is the first time this season the big Santa Fe snow plows have been called into service, but every snow plow and engine that can push snow is today actively engaged in that work.

The weather reports show that it was snowing yesterday not only all over the state, but in Colorado and New Mexico on the west and Missouri and Illinois on the east.

The centre of the storm, however, was in Kansas and from the reports it is understood that the storm at Topeka was a fair sample of what the balance of the state experienced.

All traffic along the road was tied up by the storm, but at the general manager's office it was thought it was expected that the main line would be opened some time during the day, although some of the trains which will not be heard from until the local train crews dig their way out of the drifts and snow banks.

Passenger train No. 5 which left Denver Saturday night and due to arrive here at 4:40 yesterday afternoon, was tied up last night at Chanute and the train due here early this morning, was at the same place.

Last night's passenger train from Denver came in as far as La Junta, where it was stopped until this morning, but is now on its way again.

The old Union Colorado train which left Topeka at noon yesterday stuck in a snow drift near Newton and it was held up last night at Chanute and the train due here early this morning, was at the same place.

The trains of the Southern Kansas division and the other branch lines are tied up and some of them are in worse condition than the main line trains.

An effort is being made to get all the passenger trains and the perishable freight moving, and unless the snow continues to drift as is anticipated, or account of the cold and high wind, the main line will be open all through Kansas by this evening.

As much trouble was experienced in the union depot at Kansas City as at any other (see page 1). The snow drifted into the depot, and for hours it was impossible to move a wheel among the network of tracks.

After the trains were started a Santa Fe passenger train got stuck in a big drift just outside the yards and it required several extra engines to push it through.

The trains on the Chicago division were not blockaded by the storm, although they were all several hours delayed. They were late in reaching Kansas City this forenoon and will be late all the way west today. The Wichita and Texas trains out of Kansas City this morning was abandoned.

## ON THE ROCK ISLAND.

Seven Feet of Snow on the Tracks in Some Places.

At the Rock Island general offices a heavy snow is reported on all the divisions from Goodland east to Chicago. The snow is heaviest on the northwest division, and there is seven feet of snow on the Rock Island tracks from Elkhorn to St. Joe. West of McFarland the snow is nearly as heavy. At Goodland last night the thermometer dropped to 14 degrees below zero.

Trains on the Rock Island are all late. The Kansas City train went through today several hours late, but with this exception both passenger and freight traffic is blocked.

## ON THE ELECTRIC.

The Line Made a Hard Fight and Came Out Victorious.

General Manager Puton of the Topeka Railway company, was one of the busiest men in Topeka during the blizzard and storm of yesterday and last night. According to the measurement of the snow gauge in the electric railway headquarters the snow fall was sixteen and one-half inches and in spite of this, the electric cars were kept running.

At noon every line of road was in operation except the East Sixth street line to the cemetery, and it will be open for travel before dark this evening.

The long snow plows of the railway company were kept running all night and the deep cut on the Quinton Heights line, were the snow drifts to a depth of five feet, was opened by shovellers who cut their way through. The worst drifting was on the Clinton and Huntington street lines, but by vigorous work the last cars last night left the transfer station on time and the first cars this morning made their regular trips at the usual time.

The company deserves credit for its work in keeping its cars moving, while the street car lines in almost every other city are completely blockaded. In Omaha on Saturday the cars were all stopped when only eight inches of snow had fallen, while here 13½ inches failed to stop the cars.

## AT EXACT DEPTH.

According to Signal Officer Jennings the snowfall was 6½ inches.

Superintendent Jennings of the government weather bureau says the snowfall is the most remarkable one for the amount of water contained to the inch of snow.

The exact amount of snow was six and one-tenth inches, which reduced amounts to as much as ten inches of rainfall.

The storm of yesterday continued all through the night, and it was 6:45 a.m. when the snow stopped falling.

## BLIZZARD AT KANSAS CITY.

Sleights in Demand at Ride Down Town To All Train Lines.

KANSAS CITY, Mo., Feb. 12.—After continuing for twenty-four hours and bringing all records received by the local weather bureau the blizzard suspended operations at 10 o'clock this morning, so the "snow account" is concerned.

A brisk wind still blows from the north and though the mercury is not low, being 14 degrees above zero, the indications are for much colder weather to-night.

This morning the snow lies sixteen inches on the level and is badly drifted. All street car traffic was suspended and the fortunate possessors of carriages and sleds of every description gathered a silver harvest. In quarters and half houses by conveying flocks of high-spirited horses to their homes to their places of business. Not one street car line in town is running.

Railroad traffic is sharply paralyzed.

From 5 o'clock last night until 5 o'clock this morning no wheel turned within fifty miles of this city. The record at the Union depot shows that no trains arrived and departed up to noon. By to-night, however, the road expect to have sufficiently cleared the tracks to allow the departure and arrival of at least three-quarters of the trains.

In the state of Kansas, the snow was similar to that in this city and was fully as energetic. The heaviest fall of snow occurred in the eastern portion of the state and the lightest fall in the western.

In the eastern portion, the snow lies from 12 to 18 inches deep, while in the western portion the depth is from 7 to 12 inches.

Street car and railroad travel is almost suspended throughout the state.

The Missouri Pacific passenger train which left Omaha last night is stalled in a drift and a gang of men are digging another track on that road out of a drift near Superior, Neb. Passenger trains between Atchison and Kansas City are snowed up for the first time in thirteen years. A like state of affairs prevails on the Santa Fe and the Mo. K. & T. at least.

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of cold and lack of food. Wheat raisers see a gleam of hope in that the snow covers their crops and protects them.

## STREET CARS STOPPED AT ST. JOE.

Snow is Almost a Foot and a Half Deep on the Level.

St. JOSEPH, Mo., Feb. 12.—The storms which reached here yesterday morning continued all night and the snow is now almost a foot and a half on the level. No street cars have run since yesterday afternoon at 3 o'clock and on the principal streets of the city the snow is drifted so badly that they are almost impassable. All trains are delayed and some that were due early this morning, has not yet been sighted.

Numerous minor casualties are reported and the telegraph poles in many directions have been blown down, thus preventing the receipt of accurate information regarding shipping disasters.

The steamer Residen, from Gibraltar, has been wrecked on the Barbers Sand, Norfolk. The Residen had on board seventy-five passengers who were with difficulty rescued by the life boats. It is reported that there have been several other wrecks on various parts of the coast.

## GALE ON LAKE MICHIGAN.

Immense Sea Running—Some Fear for the Milwaukee Water Works Critic.

MILWAUKEE, Wis., Feb. 12.—A wild northeast gale is sweeping over the city from Lake Michigan and the air is full of cold, penetrating and drifting snow.

The electric lines manage to make slow progress, but if the storm continues, there will probably be an embargo of travel tonight.

## AT TERRITORY TOWNS.

Thirty Thousand Wool Growers Protest Against Free Wool.

In the House Local Bills are Introduced.

## BOUQUET FOR BERRY.

For His Efforts in the Interest of Oklahoma.

To Compel the Rock Island to Stop Trains

## ANOTHER VICTORY.

Three Strong Chicago Papers Join the Associated Press.

CHICAGO, Feb. 12.—The Chicago Herald and the Chicago Post have withdrawn from the United Press and joined the Associated Press. The Illinois State Journal, which some five months ago suspended the report of the Associated Press and took that of the United Press, has returned to the Associated Press and severed all relations with the United Press.

As a consequence of these actions all of the leading papers of Chicago are now members of the Associated Press.

The service of the Chicago Tribune, Chicago Herald and Illinois State Journal begin yesterday. This service to the Chicago Post began this morning.

The Chicago Herald and Post formed the backbone of the United Press, the proprietors of those papers being originally the owners and controllers of the United Press organization. Let us return to the Chicago Tribune. This service began yesterday. The Chicago Post began this morning.

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WASHINGTON, Feb. 12.—A magnificent floral decoration adorned the desk of Senator Berry of Arkansas this morning and was the tribute of the people of Enid and Round Pond, Okla., for the gallant fight which the senator is making to secure the passage of a bill compelling the Rock Island railway to stop its trains at those towns in the territory.

A petition signed by 30,000 wool growers of the United States owning six million, or one-seventh of all the sheep in the United States, protesting against the free wool clause of the tariff bill, was presented by Senator Culkin of Illinois.

On motion of Senator Culkin of Illinois, a bill was passed authorizing the construction of a bridge across the Arkansas River.

When it arrived the trainmen were still in the wreck and were extricated by one. The following were either killed outright or have since died:

ENGINEER CONNELL.

FIREMEN MCMLURE.

ENGINEER SAM STOWELL, of engine 93.

BRASSEURS JOHNSON, of train No. 44.

KANSAS U. P. EMPLOYEES

HAVE DINED LAWYERS TO DEFEND THEIR INTERESTS IN KANSAS.

Chairman A. M. Petrie of Ellis, Kansas, chairman of the Union Pacific employees' association, today retained

McKeever & Stone to defend the Kansas employees against the Union Pacific railroads in the matter of wages.

The Kansas employees have not had any trouble about their wages, but they want to be prepared in case the railroads should attempt to reduce their wages as they did in the case of the employees in Colorado and Wyoming.

## ANNIE KNIBERG APPOINTED.

New Assistant Superintendent of the Kansas State Fair.

Mr. Kniberg, of St. Paul, Minn., has been appointed to succeed Mr. G. W. Sayres, who has resigned.

Mr. Cox of Tennessee asked unanimous consent for the consideration of a resolution for the approval of a resolution of a resolution to present the approval of new leases in the Wichita, Kansas, Comanche and Apache Indian reservations, pending the result of the treaties now being negotiated, to open the surplus lands of these reservations for settlement.

On motion of Mr. Brocklingridge of Arkansas, a bill was passed authorizing the construction of a bridge across the Arkansas River.

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Mr. Kilgore objected.

Mr. Cox of Tennessee asked unanimous consent for the consideration of a resolution for the adjustment of certain claims between the United States and the railroads of Tennessee. Mr. Cox explained that a similar settlement had been made with the railroads of all other southern states.

Mr. Sayres objected.

On motion of Mr. Perkins, a bill authorizing the extension of time for the construction of a high wagon bridge across the Missouri river at Sioux City, Iowa, was passed.

## IN THE HOUSE.

District of Columbia Day, Bill, Bills From All Sections.

WASHINGTON, Feb. 12.—This morning the Blizzard reaches Cincinnati at 7 o'clock this morning.

CLEVELAND, Feb. 12.—The blizzard which raged with such severity throughout the west last night reached thither this morning at 5 o'clock this morning.